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[25]

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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Telegraphic Address: PARSIS.

Cable: A.S.W. 5th Ed. London.

P. O. Box 34. Telephone No. 12.

HONGKONG OFFICE: 10A, DES VOUT ROAD C

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 7TH, 1911.

WINGROVE COOKE, the first of the race of correspondents of *The Times* in China, wanted a starting to be taught to say "Free transit throughout China." For fifty years afterwards the same bird with the same cry was wanted, but within the last ten years an enormous advance has been made towards the realization of that ideal. Within that period we have seen the construction in China of lines of railway extending many thousands of miles, and ten years hence if present intentions regarding projected railways are adhered to, it will be possible to travel along great trunk lines of railway to nearly every province of the Empire. But the opening of Chinese waterways to steam and the encouragement of railway communication constitute roads to commerce, not commerce itself. The commercial possibilities in China are doubtless enormous, but so long as China clings to *Lekin* she is always likely, in the words once written of her by GLADSTONE, to remain in the position of a borrower instead of (as she might easily be) the lender. A mining prospector who, many years ago, travelled in the province of Fokien, wrote, "Iron enough here to build railways round the entire world, with coals close at hand to work them, timber unlimited, for the cutting down; and sufficient gold, if the ground is one tithe as rich as it appears to be, to pay for all the labour, not taking into consideration the value of all the other minerals

which are known to exist, notably copper; together with a magnificent water-course which could be used for floating these treasures down to the port. It should be mentioned that this river (Min) could be made navigable for steamers drawing five or six feet of water, for upwards of two hundred miles, with the most ordinary engineering skill. To grow rice for food, and tea to sell, appears to be the only business of the Fokien people, except deforestation, which is carried on to a great extent, for exportation. It seems almost incredible that the Chinese Government know of this great mineral wealth and that they will not allow it to be worked. What is here written of the province of Fokien is true more or less of many other provinces of China, but as railways open up the country in all directions, we are surely approaching the time when China will begin to exploit the mines of wealth which abound in the country. If China had followed the advice tendered to her fifty years ago her position to-day financially, commercially, and politically would have been very much stronger than it is. But between East and West there is a great gulf fixed, and it has taken a long time for European merchants and manufacturers to revise their ideas of the exploitation of the China market. They still have much to learn. The stories that were current after the first war, if not all true were at least well invented. One firm reckoned that in a population of 412 millions, the odd twelve at least would want to wear stockings, and on the most moderate estimate a tenth part of that number would become immediate customers for so useful a foot-covering. Other firms made similar "safe" calculations with regard to their special manufactures; and so consignments of boots and pianos were sent to be "consumed" in freight and charges. And if estimates in detail are erroneous, still more must be estimates in the gross made up of these details. Most of us have read of the disastrous effect of the glowing pictures in English papers which sent men and capital to China on a wild goose chase in the years following the war of 1860. Out of the debris of these ventures, however, a certain legitimate and solid trade did survive; watches, jewellery, mirrors, musical boxes, and a gradually increasing list of articles of furniture have made their way into China, and yet the whole amount of such trade is but trifling. Consuls, however, are constantly pointing out that the standard of living in China is much lower than in European countries, and that a large proportion of articles manufactured in Europe is quite unsaleable here. Thus, Mr. Jamieson, H. B. M. Consul-General at Canton, writes:—"Until the development of industries in China has reached a stage considerably in advance of its present one, the market for machinery must be limited to those machines suited for domestic pursuits, or at the best very small factories. It is useless for manufacturers to look to China for a market for elaborate agricultural machinery, motor cars, labour-saving devices in the spinning and weaving trades, &c., as, in the case of motors, there are practically no roads fit for use, while the machinery is quite out of the reach of the Chinese labourer. On the other hand, sewing machines, glues, lamps and lampware, patent medicines, cigarettes, condensed milk, &c., find a ready sale, but must be cheap. It is often found that the superior but dearer British article cannot compete with the cheaper one from the Continent, and still less with the Japanese imitation, the first cost being a more urgent question with the average Chinese than excellence and durability." A great deal of valuable advice may be found in the Consular Reports; and if only the manufacturers and merchants would be guided by them they would doubtless be saved many disappointments and much useless expenditure.

Mr. A. Fong sends us a number of views taken on the occasion of the opening of the railway.

A lady's coat valued at \$40 was stolen on Thursday from No. 7, Stanley Terrace, Quarry Bay.

Mr. Maze, Commissioner of Customs, returned to Canton yesterday in the Customs cruiser *Kaipan*.

Two natives who appeared before Mr. Wood yesterday on the unusual charge of hawking grasshoppers were fined \$1 apiece.

Mr. J. M. Macdon, Consul for Peru, has returned to the Colony from leave of absence and resumed duty at the Peruvian Consulate.

Mr. Mee Cheung, photographer, sends us several photographs of the landing of the American Admiral at Blake Pier on Wednesday, and of the opening of the Chinese section of the Canton-Kowloon Railway at Samcheu.

The engagements of the Bishop of Victoria for to-morrow are:—11 a.m., Dedicate the new addition to the chapel and preach at St. Peter's Church, West Point; 7 p.m., address students at St. Paul's College.

A Chinese was charged before Mr. Wood yesterday with having in his possession 43 tins containing 180 loaves of opium. He was arrested while taking the drug to the s.s. *Lopang* in a small boat. His Worship imposed a fine of \$500, the alternative being three months' imprisonment.

Those residents who know Mr. G. W. Butt, of the Hongkong and Shanghai Bank, will be sorry to hear that he died on September 7, at the age of 54. Mr. Butt was for several years in charge of the Bank's interests in Singapore and left in 1899, going to the office in London as sub-manager. He retired from the service of the bank two years ago.

At the Marine Magistrate's Court yesterday Commander C. W. Beckwith, R.N., fined the master of a fishing junk \$25, the alternative being two months' imprisonment with hard labour, for wilfully refusing or neglecting to stop when called upon to do so by Sergeant Gordon. Defendant's excuse was that it was impossible for him to stop as the tide was too strong.

Further particulars were yesterday received regarding the armed robbery at Shataukok. It appears that five men, after firing a number of shots, gained entrance to a villager's house by climbing on to the roof and then descending into the yard by means of a bamboo pole. One of the shots fired outside hit a woman in the thigh, but she is not seriously injured. The robbers escaped with \$50 worth of goods.

A very attractive programme will be presented at the Sale of Work to be held in the Grounds of St. Andrew's Church, Kowloon, to-day. The sale opens at 3.30 p.m., and various competitions will take place in the afternoon session. But especially in the evening will the entertainment be a good one, as the various items include a show of some fine cinematograph films, and a fireworks display lasting about three-quarters of an hour, when among other subjects Chinese pagoda in firework will be witnessed. The admission price to each session is 50 cents only.

A Chinese boatman on Thursday obtained a contract at West Point to carry off a cargo of goods to a ship in harbour. A second boatman wanted to participate in the labour and share the profits, and because the first man was not agreeable to this suggestion he caused trouble. What was originally a quarrel between two men developed into a fight in which some fifteen men and women took part. When the police arrived on the scene they arrested two men and a woman, and the trio were charged before Mr. Wood at the Magistracy yesterday. After hearing evidence his Worship bound the defendants over in the sum of \$50 each to keep the peace for six months.

Yesterday morning a report was made to the water police at Kowloon that while cargo was being transferred from a German steamer to the godowns a quantity of Lamma brand was stolen. Sergeant Wills was deputed to make inquiries and arrested a Chinese carpenter employed in the godowns. This man subsequently took him to the place where the stolen brand was concealed, and as a result of further investigation a coolie was arrested, also a shopkeeper who purchased a quantity of the stolen brand. The three men were charged before Mr. Wood at the Magistracy yesterday, two with larceny and the shopkeeper with receiving stolen property. After hearing evidence his Worship sentenced the carpenter to three months' imprisonment and four hours' stocks, and discharged the other two defendants.

MACAO NOTES.

[FROM OUR OWN CORRESPONDENT.]

Macao, October 5th.

ANNIVERSARY OF THE REPUBLIC.
To-day the inhabitants of Macao celebrated the first anniversary of the Portuguese Republic. A brilliant reception was held at the Senado, which was attended by many ladies. H.E. the Governor and Dr. Pessanha (the Chief Justice), who is President of the Senado, addressed the gathering, and each speaker eulogised the good work done by the Republican Government in the one year of its existence. His Excellency the Governor afterwards reviewed the troops, which assembled on parade 1,000 strong. The new flag was saluted, as to stirring martial strains the different detachments marched past the saluting base in review order. The men were afterwards marched back to barracks and were given a holiday to share in the festivities. Members of the Masonic Lodge met to celebrate the occasion, and distributed food amongst the poor. A grand fair was held at the Tap-sac, and the many spectators who attended it enjoyed themselves thoroughly.

In the evening the City was illuminated, the scheme having been carried out by public subscription.

ALHAMBRA DESTROYED BY FIRE.

While the festivities were at their height the fire alarm was sounded, and it was discovered that the Alhambra, the quarters of the Jockey Club, was ablaze. The fire broke out at 11.15 p.m., and shortly afterwards the building was completely destroyed. The Fire Brigade were promptly on the scene, but they were unable to get a supply of water until 12.40 a.m., and then, of course, it was useless. There was a water plug in the vicinity, but, as usual, no hydrant. Perhaps the Government will provide one for that quarter now.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE ITALO-TURKISH WAR.

A ONE-SIDED BOMBARDMENT.

London, October 6th.

The bombardment of Tripoli proved a one-sided affair, every shot from the insignificant Turkish guns falling far short.

TURKISH BATTERIES EVACUATED.

LATER.

Reuter's correspondent at Rome wires that Admiral Faravelli reports that the Italian cruisers have entered the harbour of Tripoli.

Two officers landed, and found the outer batteries dismantled and evacuated.

The only dead bodies seen were on the quays.

The batteries of the inner fortifications have hitherto been spared, but the bombardment will be continued unless they capitulate.

THE FIRST TO LAND.

Marines and bluejackets will probably form the first landing force to clear out local resistance.

NEWSPAPER CORRESPONDENTS COOPED UP.

Newspaper correspondents are cooped up at Malta and Tunis, where they are unable to see anything, and are not allowed to proceed.

A BREACH OF NEUTRALITY.

Reuter's correspondent at Port Said wires that the Italian Consul has protested to the Governor of the Suez Canal against the permanent stay in the harbour of the Turkish transport *Kaiser*, which has been there since September 30th, thus constituting a breach of neutrality in the Canal.

TURKEY'S NEW CABINET.

Said Pasha's new Cabinet please neither the Committee of Union and Progress nor the Moderates, who support Kiamil Pasha.

THE OTTOMAN SQUADRON.

Latest reports from Constantinople state that the Turkish squadron has arrived at the Bosphorus from the Dardanelles.

Heavy firing is reported northward of the Dardanelles.

ITALIAN ENTHUSIASM GROWING.

LATER.

Reuter's correspondent at Milan wires that war enthusiasm in Italy is growing.

"FOR THE TRIUMPH OF CIVILISATION."

The Bishop of Cremona has written a pastoral letter approving the war as "a hard necessity for the triumph of civilisation."

ITALIAN VOLUNTEERS.

Many of the highest nobles and deputies are going to the front with the fleet.

Ten aeroplanes are assembled at Naples, and 5,000 native troops from Eritrea have volunteered for service in Tripoli.

INVOKING AID FROM THE PROPHET.

Reuter's correspondent at Constantinople wires that the Sultan has ordered prayers to be offered in the Mosques invoking the aid of the Prophet.

BOYCOTTING ITALIAN GOODS.

A boycott of Italian goods has begun in Turkey.

GRECIAN TROOPS MOBILISING.

LATER.

Greece has mobilised two battalions on the frontier in response to the Turkish mobilisation at Epirus.

ULTIMATUM WITHDRAWN.

Reuter's correspondent at Corfu wires that the ultimatum of the Duke d'Abruzzi, that he would bombard the port of Preveza if the Turks did not surrender the warships in the harbour, has been withdrawn.

ITALIAN FLAG HOISTED IN TRIPOLI.

An official despatch from Tripoli says the Italian flag was hoisted over the Sultan's fort at noon yesterday, and was greeted with salvos of artillery.

The fort was occupied by the landing parties who, while protected by the fleet, part of which was anchored a short distance away, dismantled the fortifications.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

PEREMPTORY ORDERS FROM ROME.

Reuter's correspondent at Rome wires that the Government has renewed its peremptory orders that Italian warships are not to carry out militant operations along the Turkish coasts of the Adriatic, or in the Ionian seas.

ANNIVERSARY OF PORTUGUESE REPUBLIC.

London, October 5th.

The anniversary of the proclamation of the Republic of Portugal was celebrated at Lisbon and Oporto yesterday.

The President reviewed the troops at Lisbon.

THE ROYALIST RISING IN PORTUGAL.

London, October 6th.

Arrests of Monarchist suspects and domiciliary visits continue to be made at Oporto.

It is impossible to ascertain the facts concerning the situation in Portugal.

Official telegrams report everything quiet and satisfactory, while telegrams to Spanish newspapers say that the Monarchist rising in North Portugal has extended considerably, and that the soldiers under Prince Joseph Braganza and Captain Conceiro are advancing in three divisions.

Oporto and other towns have received the Royalists enthusiastically, and only by the garrison at Olaves were they resisted feebly.

It is the intention of the leaders to declare Oporto their capital and headquarters for the conduct of operations for the capture of Lisbon.

LATER.

Reuter's correspondent at Lisbon says it is rumoured that a strong Royalist force has crossed the frontier near Braganza.

MAMMOTH LINER FOR THE C.P.R.

London, October 6th.

The Canadian Pacific Railway Co. announces that it is building a steamer twice as large to replace the *Empress of China*, which was wrecked at Cape Eura, Japan, on July 27th.

DISORDERLY SCENE IN AUSTRIAN REICHSEATH.

London, October 6th.

Reuter's correspondent at Vienna wires that an attack on the Minister for Justice in the Lower House of the Reichsrath for the severe sentences passed on rioters on September 18th and 19th, provoked a heated scene, during which a man in the gallery fired five shots at the Ministerial bench at which were seated the Ministers of Justice and Education.

Nobody was hit, and the man was arrested.

The House adjourned in a most disorderly manner.

DEFENCE AGAINST STRIKES.

London, October 6th.

Steps are being taken to form a Federation of London Manufacturers for defensive purposes against strikes.

GOLF.

London, October 6th.

The final of the golf tournament for the *News of the World* prize of £400 was played on Walton Heath, when Braid beat Ray 1 by one up.

THE CORONATION OF THE KING OF SIAM.

FOREIGN ROYALTIES COMING.

The *Bangkok Times* learns that among those who will be present at the forthcoming Coronation ceremonies in Bangkok will be:—His Highness Prince Alexander of Teck, the brother of Queen Mary, representing Great Britain.

His Royal Highness Prince Waldemar of Denmark.

M. de Margerie, formerly Minister to this Court, representing the French Republic.

His Imperial Highness the Grand Duke Boris representing Russia.

His Imperial Highness Prince Higashi Fushimi (who also attended the British Coronation) representing Japan.

The United States, The Netherlands, Belgium, and Italy will not be specially represented. Germany has not yet notified her intention of sending a special representative.

The representatives, of course, will be the guests of His Majesty the King during their stay in Siam, and will be accommodated in the Saranrom and Dant Park places, and perhaps the residence erected for the King when Crown Prince, in the precincts of the Grand Palace, will also be utilized. It is possible that the Grand Duke Boris may stay with the Heir Presumptive in his palace at San Dusit.

The British representative may travel up from the China station.

SUPREME COURT.

Friday, October 6th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (ACTING CHIEF JUSTICE).

PAYING THE LIMIT.

Cassim Ahmed sued Mrs. W. M. Goulding to recover \$41.56 for goods sold and delivered. Mr. F. X. d'Almada e Castro appeared for the plaintiff and defendant was in person.

His Lordship—Do you owe this money? Defendant—Yes.

His Lordship (to Mr. Almada)—When was this account contracted? Mr. Almada—Some months ago. It has been long outstanding and the defendant has offered instalments of \$5 a month, but my client asks for \$10.

His Lordship—I don't think she can pay more than \$5. She is paying enormous amounts already.

Mr. Almada—Her husband has free quarters. His Lordship—What is the money for? Mr. Almada—For dresses, shoes and other articles for her use. Her husband has no rent to pay.

His Lordship—I think she is paying almost as much as she can. I will make an order for payment of \$5 a month, the first instalment to be paid on November 1st.

ACTION FOR EJECTMENT.

Lee Shew v. the Lee Hing was an action for ejectment.

Mr. Ho represented the plaintiff, and Mr. M. Reader Harris appeared for the defendant. Mr. Ho asked his Lordship to fix a day.

Mr. Harris—I would rather have an adjournment. There are a good many points in this case.

Mr. Ho—An adjournment would 'prejudice my client. He wants possession as early as possible.

His Lordship—Is this a lease?

Mr. Ho—A monthly tenancy.

Mr. Harris—I am instructed to ask for an adjournment. I think there are a good many points to be raised in the action.

His Lordship—An action for an ejectment is rather a special case, and I don't see why I should not take it soon.

Mr. Ho—My friend ought to know all his objections already. This is not a case where there are numerous particulars, and notice to quit was duly given.

His Lordship fixed the hearing for Wednesday morning, and made an order for mutual discovery.

AN ABSENT DEFENDANT.

The Tung On firm sued Chan Shun Kee and another to recover \$920.

Mr. Reader Harris appeared for the plaintiff, and Mr. Hung represented the defendant. Mr. Hung asked his Lordship to allow the case to stand over for another week. His client went away on business on Saturday last, and he had been unable to obtain instructions.

Mr. Harris—I rather wished to have the case fixed. I think my friend's client has only gone away to get it adjourned.

Mr. Hung—I had everything prepared when I found my client had been called away by telegram to Swatow. If the case goes on I must ask for pleadings.

Mr. Harris—I asked my friend to apply for pleadings last Friday, and he would not.

Mr. Hung—There is no hurry for the action to come on.

His Lordship—The plaintiff may like to get his judgment. I will fix the 26th for the hearing.

Mr. Hung—I should ask for pleadings if the case goes for trial.

Mr. Harris—Ask for pleadings now.

His Lordship—Either you want pleadings or you don't. When are you going to apply?

Mr. Hung—I am going to apply for the case to be transferred to the Original Jurisdiction of the Court.

His Lordship ordered pleadings, and fixed the hearing for October 26th, subject to Mr. Hung's application to transfer the action to Original Jurisdiction.

COMIC OPERA REBELLION.

Writing on the recent disturbances in Szechuan, the Peking correspondent of the *N. O. Daily News* says:—

It will probably be some weeks before we are in a position to determine exactly what has happened in the neighbourhood of Chingta. It will be interesting, for instance, to learn whether the rebels have been defeated by forces of arms, or whether, as one Chinese report stated, they were bought off by an indemnity of 40,000 cash for each victim of the Imperial troops.

It will be interesting, too, to learn how a city, which is being simultaneously attacked from four points, and is in a state of siege, can open its gates at stated hours daily to admit supplies of food and water. The whole affair, now that it appears to be on a fair way to settlement, savours of a comic opera rebellion.

Cynics there are who declare that the attack on the Viceroy's yamby by thousands "burning and slaying" was probably the way in which the throwing of a brick on the Vicerogal roof by an exasperated coolie was reported to Peking.

It is a relief, however, to be able to look at the humorous side of the matter after a period of genuine anxiety regarding the safety of the little heads of 180 foreigners who were unable to leave Chingta. And if subsequent reports confirm the impression that official reports have greatly exaggerated the seriousness of the situation, the Viceroy is at any rate entitled to gratitude for the prompt and efficient measures he took for the protection of the foreigners under his care.

LOCAL SPORT.

CRICKET.

FIRST XI. ALL-CONERS.

A match will be played on the Hongkong Cricket Club Ground to-day between the 1st XI and All-Comers, play to start at 2.15 p.m. sharp. The teams are as follows:—
1st XI: R. Hancock, H. Hancock, T. E. Pearce, H. R. Makin, D. E. Donnelly, J. W. Stephenson-Jellie, G. A. Hastings, C. T. Hoar, S. S. Moore, E. A. S. Fowler, and A. P. H. Bonquille.
All-Comers: H. W. Moon, D. G. M. Bernard, A. O. Lang, P. Jack, C. Baker, E. Pestonji, A. Mackenzie, W. E. Warburton, Lt. N. J. Williams, L. R. Tiffin, Capt. G. H. Addison, M. Reader Harris, M. M. Maas, R. P. Long, Lt. W. A. Hagger, Lt. White and A. C. Leith.

C.C.C. CIVIL SERVICE C.C.

This friendly match will be played at 2 p.m. on the C.C.C. ground.
The following will represent the C.C.C.:—
H. H. Taylor, G. A. Hancock, J. Y. Braga, E. L. Braga, R. A. Carvalho, N. H. Vireash, L. A. Ross, J. D. Norris, I. Chunnell, R. Phillips, and R. Bana.

KOWLOON V. R.G.A.

At King's Park to-day Kowloon will be represented by J. P. Robinson, A. O. Brown, F. E. Raven, R. Thurstfield, F. J. de Rome, W. Waterhouse, E. W. James, G. H. May, W. L. Wensler, and J. H. Mead (Capt.).

POLO CLUB GYMKHANA.

By kind permission of the Stewards of the Hongkong Jockey Club, the Polo Club gymkhana will be brought off on the Race Course at Happy Valley this afternoon. The programme embraces six races, the first of which starts at 3.30 p.m. The events are: Five furlongs handicap; four furlongs (ladies' nomination); about two furlongs straight; one round; mile and a half; and one mile. The K.O.Y.L.I. band will play selections of music during the afternoon.

BOXING TOURNAMENT.

Those who attend the Empire Theatre to-night are promised a treat in the way of boxing displays. The promoter states that the tournament was not advertised earlier on account of the uncertainty of the movements of the American warships, but the men who are to compete in the ring have been in training for some time, and have only awaited this opportunity of coming together. The performance starts at 9 p.m., and there will be three preliminaries of four, six and ten rounds before the main event. This is between Terry Martin (who in Shanghai lost to Bill Lewis on a foul) and Leon Pauley of the U.S.S. Calles. The men fight one-arm-free, and contest the best of 20 rounds.

HONGKONG FOOTBALL CLUB.

The annual meeting of members of the Hongkong Football Club was held at the offices of the Jockey Club last evening. Mr. P. W. Goldring presiding over a good attendance of members.

The CHAIRMAN proposed the adoption of the report and accounts as presented, the accounts showing a balance of \$240.39 on the year's working.

Mr. LANG seconded, and the motion was carried unanimously.

It was agreed to make the usual grant of \$50 to the Shield account.

The election of officers was then proceeded with and resulted as follows:—President, Mr. J. W. C. Bonnar; Treasurer, Mr. J. C. Roberts; Secretary, Mr. H. L. O. Garrett; Rugby captain, Mr. A. Temperley; Association captain, Mr. R. C. Barlow; Committee, Messrs. P. W. Goldring, A. O. Lang, H. W. Lester, A. Hamilton, J. E. Chessman and W. G. Goggin.

Consideration of the question of the abolition of caps and badges was deferred until next year, and a vote of thanks to the Chairman concluded the meeting.

THE SIX-A-SIDE COMPETITION.

Entries for the usual six-a-side competition of the Club close this day week. All entrants desirous of competing should send their names to Mr. H. L. O. Garrett or Mr. R. C. Barlow before that date.

HONGKONG ASSOCIATION FOOTBALL LEAGUE.

FIXTURES FOR 1911-12.

DATE	GROUND	FIXTURE
Nov. 4	H.K.F.C.	H.K.F.C. v. R.E. K.O.Y.L.I.
Nov. 11	Naval	N.Y.F.C. v. H.K.F.C.
Nov. 18	H.K.F.C.	R.E. v. N.Y.F.C.
Nov. 25	Naval	K.O.Y.L.I. v. R.E.
Dec. 2	H.K.F.C.	R.E. v. H.K.F.C.
Dec. 9	Naval	N.Y.F.C. v. R.E.
Dec. 16	H.K.F.C.	K.O.Y.L.I. v. R.E.
Dec. 23	Naval	R.E. v. N.Y.F.C.
Dec. 30	H.K.F.C.	R.E. v. H.K.F.C.
Jan. 6	Military	R.E. v. N.Y.F.C.
Jan. 13	H.K.F.C.	R.E. v. H.K.F.C.
Jan. 20	Military	K.O.Y.L.I. v. H.K.F.C.

All matches to commence at 4 p.m. sharp, unless otherwise notified by the League Committee.

Referees will be appointed to each match by the Secretary.

Copies of the above fixtures will be posted to all Clubs.

HONGKONG SHARE MARKET.

CRICKET.

FIRST XI. ALL-CONERS.

Messrs. Vernon and Smyth in their weekly share report dated October 6th state:—
Business during the past week has been quiet, and there are but few features calling for special report. Rubbers have received little or no attention, and the market generally closes easier. Fine Hard Para Rubber is wired to-day from London at 4/6 per lb. steady. The bursting of a portion of the works, and the temporary flooding of a dam and the consequent temporary flooding of a portion of the works, to-day's closing quotation being 52 1/2 (mid-price) ex dividend. The Bank of England's discount is unaltered at 4 per cent. Bar Silver closes dull at 24 1/4, per oz., and Sterling T. T. at 19 1/4. Shanghai T. T. is unchanged at 75 1/2.

BANKS.—Hongkong and Shanghai notwithstanding a further decline in London to 82 1/2, have firmed up locally with sales at 82 1/2, 82 1/2, and 83 1/2, and later to the North in small quantities at 83 1/2 and 84 1/2, market closing with probable small buyers at the latter rate.

MARINE INSURANCES.—Unions continuing firm with buyers at 83 1/2 and no shares obtainable under an advance. Cautions have been booked at 82 1/2, and small lots are probably obtainable at this rate. Yangtze are quiet at 82 1/2 with ex 73, and North China at 73 1/2.

FREE INSURANCES.—Chinas are wanted at 82 1/2, but no shares are available at the rate. Hongkong are a quiet market at 83 1/2 with small sellers.

SHIPPING.—Hongkong, Canton and Macao are firm with buyers at 82 1/2 and no sales to report. Indo-China are neglected at 80 for preferred and deferred combined, and Douglases at 81 1/2, Chinas and Manillas are obtainable at 81 1/2, 81 1/2, and 81 1/2, and Star Ferry at 82 1/2 and 83 1/2 for old and new issues respectively. Shall Transports are firmer with buyers at 81 1/2.

REFINERIES.—China Sugars are easier with sellers at 83 1/2. Luzons are also quieter, market closing with possible sellers at 83 1/2 after sales during the week at 83 1/2 to 83 1/2.

MINING.—Rauba has been done at 83 1/2, but otherwise no business is reported in this section.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks are a quiet market at 81 and Kowloon Wharves at 80, the latter closing with sellers. New Amoy Docks are unchanged at 87 sellers with no business to report. Shanghai Docks are quoted in the North at 60 nominal, and Shanghai and Hongkong Wharves at 83 buyers.

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CHINESE RAILWAYS AND LOCAL OPINION.

CRICKET.

FIRST XI. ALL-CONERS.

The Times in a leading article says:—
The "passive resistance" which the people of a section of the people, of Chengtu are offering to the railway policy of the Chinese Government is a phenomenon of no small interest to the dispassionate student of Chinese affairs. Chengtu is the capital of the immense province of Szechuan, which extends to the borders of Tibet. The head office of one of the many provincial companies which have been constituted of late years for the construction of Chinese railways with Chinese capital, and under exclusively Chinese control, is in the city. This particular company was promoted to make, and had actually begun to make, a railway covering the line from Ichang, in the adjoining province of Hubei, to the Szechuan border, which constitutes the American section in the Hukang Railway Agreement. This Agreement was duly authorized by Imperial Edict, and made between certain British, German, French, and American financial institutions, of whom the Imperial Chinese Government is the construction of no fewer than 192 miles of new railway, and 26,000,000 of the 210,000,000 loan required to build the lines to which it relates was readily taken up in June. An agitation has now sprung up in Chengtu against the action of the Imperial Government in granting the concession, or at least that part of the concession which interferes with the projects of the local Chinese company. There is nothing new about this sort of thing. It is a recurrent theme in the life of the Chinese people. Only a few days ago our Shanghai correspondent drew attention to the conflict between the Kiangsu and Chekiang Provincial Railway Bureau and the Imperial Government over the construction of the Shanghai-Hangchow-Ningpo line. In that case the Government bound themselves by the terms of a loan agreement, signed in 1903 with the British and Chinese Corporation, to construct the line. But they were intimidated by the local feeling, which the local magnates interested in the local companies were determined to arouse. They consented to subject the construction to the local companies. Our correspondent has told us some of the results. These companies, though they fought amongst themselves, but refused to be bound by the terms of the agreement with the foreign financiers. There is, they allege, no privacy between them and the Corporation. The only arrangements they have entered into are arrangements with the Central Government, and they are not affected by any bargain which is made with the local companies. The Government appear practically to have acquiesced in this contention. The present situation is, that one of the local companies has nobly refrained, or says it has refrained, from touching the foreign gold, and, as it has now exhausted its native supplies of that commodity, the works threaten to come to a standstill.

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There can be no such room for doubt as to what is the best policy to pursue in the matter of railway construction. Foreign capital is absolutely indispensable to her if the railways are to be built at all. Foreign guidance and finance is not less imperiously needed. The Regent and his advisers, the National and the Provincial Assemblies, and the native Press have all admitted this much. At the same time, and with the characteristic inconsistency, both the Central Government and the provincial authorities have not hesitated to assert the absurd doctrine that any kind of foreign supervision or control over the expenditure of foreign loans is inadmissible. It is, they say, an infringement on the sovereign rights of China and an insult to her dignity. Most unfortunately for the country, they have contrived of recent years to obtain from European and American financiers ever-growing sums without adequate security. The terms of this success. The construction of a railway line is a vast undertaking, and the employment of Western engineers, it does not contain such clauses to prevent malversation and waste as were usual in similar agreements down to a very few years ago. The American Government, it is well known, have endeavoured, in the best interest of China, to secure that adequate provision for the regular and effective supervision of expenditure, but their endeavours have been too often defeated by the policy of others. Never have the confusion and the waste of public funds been more grievous in China than they have been within the last year or so. The one safeguard against them, and the one guarantee for the provinces, have been the money raised for railway construction and for other public works will be squandered and find its way into the pockets, in the control which Central Government and provinces unite to reject.

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SKIN DISEASES

Overcome by the Wonderful Blood Purifying Properties of Dr. MORSE'S INDIAN ROOT PILLS.

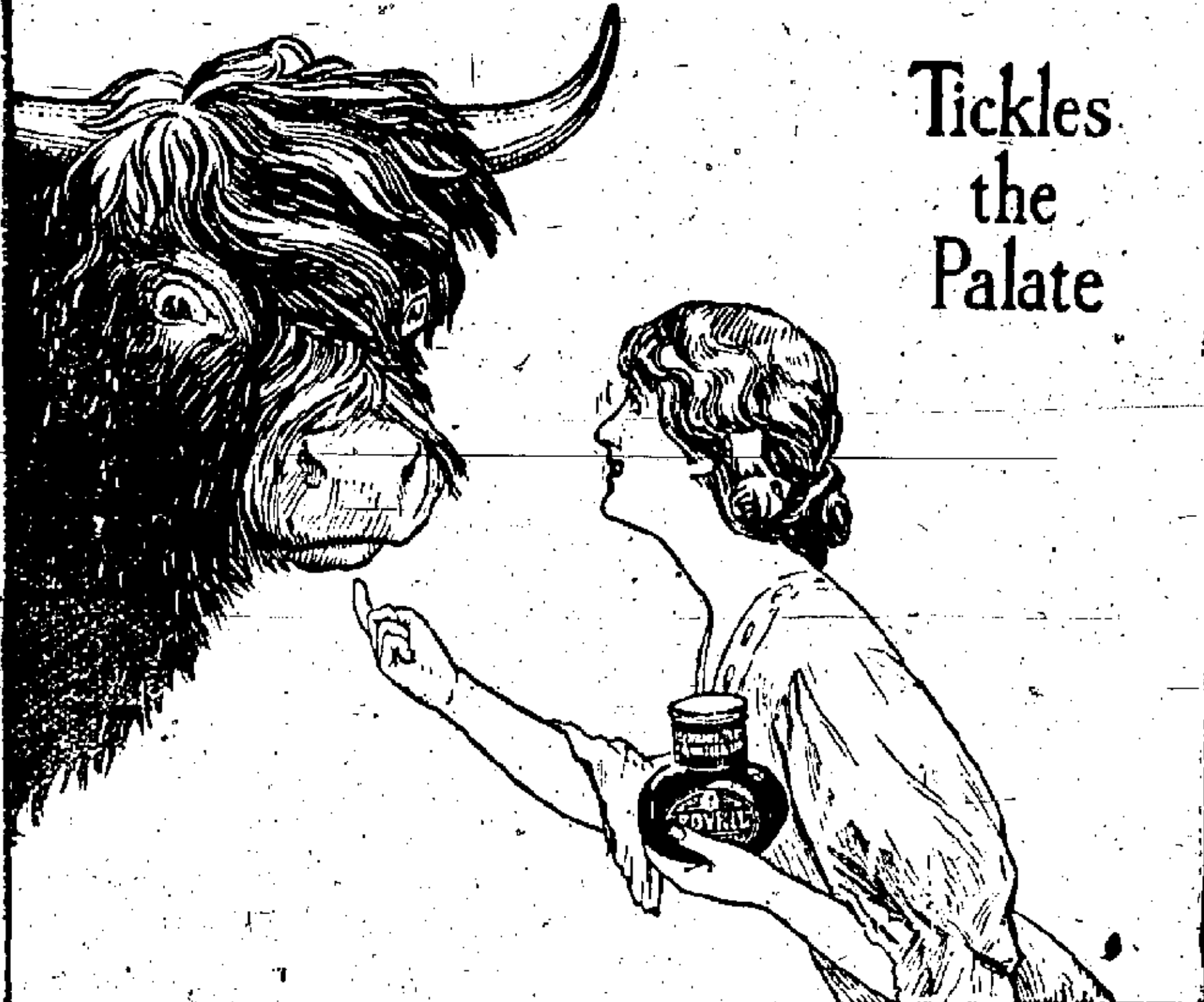
A person suffering from eruptions of the skin has much to endure. It is not merely the disfigurement and irritation and painful sensation, but life is made miserable by depression of spirits. The liver is torpid and the kidneys are partially inoperative, and you feel languid and weak. The disease is in the blood, and when the system is not cleansed through the usual channels, Nature asserts herself, and forces portions of the impurities through the skin in the form of Pimples, Boils and Blotches. External remedies—powders, ointments, lotions—only alleviate; they do not get at the cause. **Dr. Morse's Indian Root Pills** get at the cause by removing the disease from the blood. They cleanse the system by stimulating the liver and strengthening the kidneys, which filter the blood and throw off the impure matter through the regular channels.

DR. MORSE'S INDIAN ROOT PILLS
FOR THE LIVER

For Sale by Watkins, Ltd., Wholesale and Retail Agents, and Chemists and Stores generally, at 60 cents per bottle, or will be forwarded on receipt of price by The W. H. COMSTOCK CO., Ltd., (Sole Proprietors) 21 Farringdon Avenue, London, England.

THEY DO NOT WEAKEN. THEY DO NOT SICKEN. THEY DO NOT GRIPE.

BOVRIL



TO BE SURE—the Teeth are so important that it would be a pity to neglect them—especially when you can clean them so well and so easily with

Calvert's Tooth Powder

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AN AMERICAN RAILWAY STRIKE.

HOW IT WAS STOPPED.

[BY ONE WHO WAS THERE.]

The Mayor of Sacramento, a police officer in uniform, and the editor of Sacramento's daily newspaper were standing on the pavement just outside the large shop owned by the mayor. It was six o'clock in the morning, and the three men chatted quietly about the big strike. They represented all that was most respectable in their Californian city. Not another soul was in sight. The jangle of an empty seaboard and the sharp clatter of a horse trotting made them look up. A trooper of the American Army rounded the corner and walked his horse on to the pavement. An ugly pair of hoofs pawed playfully a few inches from the mayor's toes. "Move on," said the trooper, and he dropped his sabre until its point oscillated fretfully in the region of the policeman's stomach. "I am the mayor," expostulated that official, "and I have a right to stand outside my store." "Can't you see my uniform?" demanded the policeman. "I am the editor of the —," said the journalist, and we are discussing the best methods to meet this grave situation. "Can't help it," said the trooper, "there are three of you. In martial law three's a crowd, so either separate or get inside."

The subwaying up impatiently, and without waiting to see the manner of its descent these three leading citizens of Sacramento backed quickly into the mayor's shop. They realised for the first time what it means to live under martial law. It is just seventeen years since the railway workers of the United States, under the leadership of Eugene Debs, conceived and put into execution what is probably the most gigantic syndicalistic strike on record. With a view to getting the grievances of the Pullman Car Company's employees righted—and some of their grievances were very real—the American Railway Union organised a strike which paralysed the American railways. In a country of such great distances this meant far more than it does in England. With splendid tactics the railway strikers concentrated their efforts on an attempt to isolate the East from the West. Chicago, the great clearing house for the produce of the West and Middle West, the centre of the world's grain market, was practically twinned. Sacramento, the headquarters of the Southern Pacific Railroad, through which nearly all the produce of the rich Pacific coast passed on its way to the Eastern States and to Europe, was in the hands of an armed and drilled band of striking railwaymen. Tons of fruit rotted in the fields; gold, silver, and copper lay unshipped at the mines. The world's supply of meat and grain was endangered. The people of California were marooned. The Pacific Coast States were shut off from the rest of America. All letters ceased to arrive.

The railways stood firm and demanded the protection which the State Government seemed unable to give. Anarchy seemed imminent. Then to the amazement of many of his political followers, President Cleveland, elected to his high office by Democratic votes, issued a proclamation putting half a dozen States under martial law. It should be remembered that the President of the United States must respect the independence of each particular State far more carefully than we respect the rights of our self-governing Dominions. He cannot interfere unless a federal issue be involved. President Cleveland based his right for this dramatic interference upon the fact that federal mails were stopped. He held that it was the duty of the United States military forces, regardless of any State's rights, to see that letters were delivered to citizens in any part of the country without lot or hindrance. The legality of his argument has often been questioned, but never the result. In three months, after a good deal of bloodshed and rioting, order was restored, and commerce, after suffering severely, resumed its normal channel. The railway, relieved from bargaining at the point of a pistol, improved the conditions of their workers.

In theory, President Cleveland only authorised the use of force to protect the United States mails, to prevent the delivery of letters, and to disperse gatherings which might prevent the accomplishment of these ends. In fact the troops were used for the protection of "blacklegs," for guarding passenger and goods trains, and for protecting the railways' yards and property from damage. And this was inevitable. To enable mail trains to run from an important railway centre a large force of men must be employed. In Sacramento, for instance, several hundred non-union men were daily sent to and from their work by troops whose instructions were to shoot to kill anyone who suggested interference. For two hours in the morning and two hours in the evening the busy streets of Sacramento were daily deserted—save for the men working under Government protection. Peaceful citizens were not allowed to stand outside their own doors, and a head at a window was instantly covered by a carbine.

The sympathy of the better classes with the aggressive methods of the strikers perceptibly cooled under this irksome tyranny of martial law. The Regulars were denounced for guarding trains carrying goods and passengers. The answer was made that if one mail coach was attached to an engine it must be protected. If the engine drew other coaches that was not the business of the United States Army. The labour leaders stormed and protested, but President Cleveland remained firm. Train after train, with produce and passengers in the wake of a mail coach guarded by riflemen made its way over tracks patrolled by Maxim guns and mounted troops. Communication between East and West was restored and the strikers, finding the Government was not to be bluffed, ceased their endeavours to paralyse a nation.

At the present moment President Cleveland's action is not without interest as a precedent. Those who secretly sympathise with methods of violence in the settlement of disputes between labour and capital might also meditate upon the charm of living in a large city under martial law.—Daily Mail.

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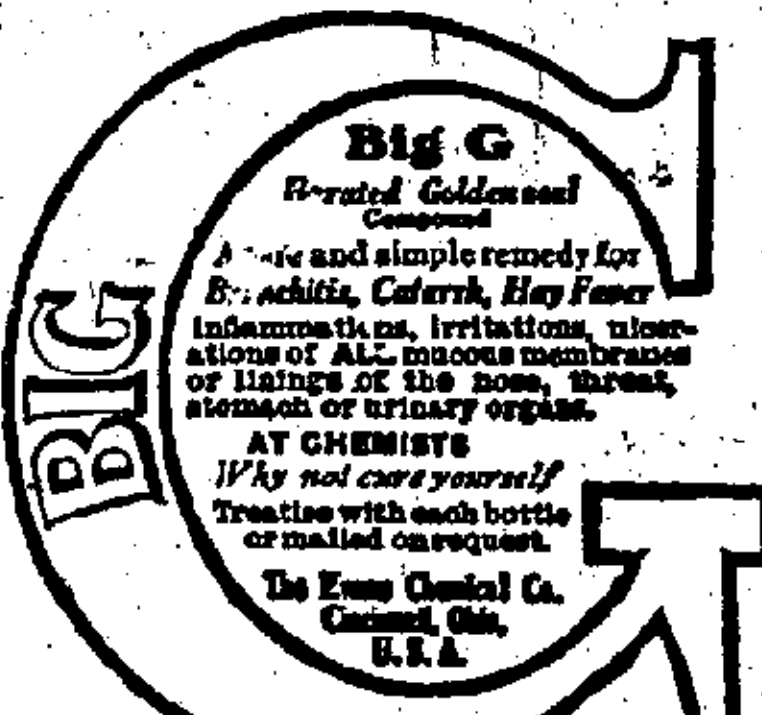
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A TERRIBLE RIDE.

[By CHARLES J. HALCOMBE.]

Are you a believer in dreams? I am, though my faith in them has only been confirmed very recently by a remarkable event which occurred to an intimate friend of mine, and which has taught me to regard these problematical visions as emanating from a source, or sources, other than mere "fumes and indigestion that oppress the mind." In telling the story, I will quote from a somewhat lengthy epistle received from this friend, who is now in Northumberland—on his honeymoon. I am not at liberty to mention his name; nor will it be necessary. Let it be sufficient for me to assure the reader that his integrity is unquestionable; that he is a most agreeable man who has travelled widely; and, what is more to the point, that he has accumulated a considerable fortune in the shipping trade, and, being an ardent lover of the wheel, has written the words of several popular cycling songs. I will now proceed to quote from the aforesaid letter.

"It had been a busy day in my London office, closing accounts for the Summer vacation and attending to other business; and it was with a light heart that I made my way home to my diggings, in St. John's Wood, to make final preparations for the morrow, when I intended to start on a cycling tour to the North. I have never been altogether an observer of that homely adage 'early to bed and early to rise,' etc., but on that particular night I retired to rest at an unusually early hour, having made up my mind to rise with the birds in the morning. After I had got into bed, it was some time before I could compose my mercurial mind to a normal state of tranquillity. At length, however, I became tired of making plans and building castles, and Pallas kindly 'poured sweet slumbers on my soul,' and I knew no more. For some hours my repose was perfect. Then it was disturbed by a very realistic dream, which is worth relating, as subsequent events proved it to be a prophetic one.

"I was cycling along a peaceful and decidedly lonely country lane with high trees and brushwood on either side, the minutest details of the scene being represented. From one of the tallest trees a withered branch protruded, like a gibbet, across the road; and, beneath this, the repulsive faces of two men glared at me from the dense undergrowth, which obscured their bodies from my view. So fierce and menacing were their looks that I felt horrified, and suddenly awoke with the feeling of dread strong upon me. However, this illusion was soon dispelled; for it was now broad daylight and the noisy sparrows were chirping on my window-sill. Springing from my bed, I hastily dressed myself and partook of an early breakfast which had been laid overnight; and, before the smoke of the great metropolis began to ascend from its myriads of blackened chimneys, I mounted my trusty steed of steel and sped swiftly away to the stilly haunts beyond.

"Two days passed uneventfully, during which time I made fairly good progress, being favoured with exceptionally fine weather and no mishaps. The incident which I am about to relate, and which was destined to play an important part in my life, occurred last summer, while I was on a cycling tour in the North of England. The scenery was superb, and the accommodation at the various inns all that could be desired. No doubt scores of fastidious wheelmen had been there before me; and, be it said to their lasting credit, wherever they passed over the land they leave a far more lasting memento of their visit and something infinitely more suggestive of comfort and civilization, than merely a thin line in the dust; they leave oil-baths and servants who anticipate your every wish, and wholesome fare.

"One evening I stopped at a small inn on the outskirts of C—e. It was a quiet archaic place with a spacious tea-garden at the back. I was standing at the open window of the bar-parlour meditatively admiring the sylvan scene and the Norman tower of an old Church which rose above the deep foliage of chestnut trees, when my attention was arrested by a soft melodious voice humming an air which was familiar to me. 'The Cylist's Lullaby'—at least, the following lines of it:

"When daylight fades and shadows fall
Alas! the western sky,
And moon and stars reign o'er all
The world, then you and I
Slide by-side thro' the peaceful night
Hiding at lightning speed,
Will homeward wing our silent flight
On swift and noiseless steed.

"The voice was apparently that of a female, and seemed to proceed from someone standing outside to the left of the window. Leaning out, I saw a young girl busily engaged in stopping a puncture in the front wheel tyre of her bike. I hardly knew how to describe her. She was of medium height; her hair was of a golden-brown tint; and her eyes were deeply lashed—I was not near enough to see their colour, as the twilight was deepening, though I have since learned that they are brown—and she looked altogether bewitching. She seemed such a lively cheerful little woman that it did me good to stand there secretly quizzing her. But she happened to look up unexpectedly and caught me peeping at her; but she only smiled demurely and stopped humming. She seemed to be quite at home there; for she called the cyclist by name and, taking a letter from her pocket, asked him to go and post it. So I concluded that she either lived at the house or was stopping there for the night. However, I soon learned from the jovial old host, who came to inform me that my dinner was ready, that she was the daughter of the Squire of E—y: a rich old miser who at stated periods sent her to collect his rents in various parts of the surrounding country.

"Well, as luck would have it, I saw nothing more of the young lady that good night, though I had the privilege of hearing her tateful voice about the house.

"Next morning I was up somewhat earlier than usual, in fact, I had resumed my journey before all the occupants of that rustic hostelry were abroad. I have never been very sentimental, and I am now rather ashamed to confess that I had almost forgotten the comely damsel who had so attracted my attention on the previous night; though now and again she flitted across my memory, and I vaguely wondered whether she was travelling my way.

"Throughout the day I rode leisurely through the bright sunshine, only pausing for my midday meal, which I carried with me in the shape of beer and ham sandwiches; for that part of the country was sparsely populated, there being only a few isolated homesteads standing amidst fields of waving oats and corn.

"At times I became lost in fitful moods of reverie; and these seemed to grow upon me as the day advanced. Once more the image of that fair lady rose before my mind's eye, and I began to speculate as to whether fate would bring us together again at my next halting-place, which would be in the quiet of B—m.

"I had relapsed into one of these periods of meditation, and, with head down and legs working mechanically, was riding through the deepening twilight, when I was suddenly startled by the shrill piping cry of a jackdaw, or some such bird, close to me. Awakening, as from a dream, I skidded on a stone and overbalancing myself went sprawling with my machine into the hedge. Picking myself up, I looked about me in blank bewilderment—for there before my very eyes was the scene of my former dream.

"It gave me quite a start. There was the gibbet-like branch stretching across the road, and beneath it the thick undergrowth; and in the background on either hand were dense woods. I almost expected to see the ugly faces of my vision peering at me from the bushes; but they were not there.

"A strong foreboding of impending danger took possession of me; indeed, I felt convinced that I was destined to play a part in a real drama of which my dream had been a premonition. As you may imagine, I did not altogether relish the situation; but somehow or other my inherent curiosity got the better of my scruples and prompted me to stay and see the matter through; and again my thoughts reverted to the girl I had left at the inn, and I wondered whether she was in any way connected with the mystery.

"I looked cautiously around me, scanning the immediate neighbourhood to make sure that I was not observed by anyone. Having thoroughly reconnoitred the position, I selected a hiding-place best suited to my purpose. Then, secreting my bike in a handy place behind some bushes a little further down the lane, I cut myself a stout blade from a tree. Though a primitive weapon, it might prove useful, and was decidedly better than nothing. I now ascended myself in the densest part of the bushes at the roadside and there anxiously watched and waited.

"It was a wearisome and unpleasant night, in that dreary out-of-the-way place, and the time passed slowly indeed. The dark of evening deepened, and the moon at length rose above the trees, which cast their shadows athwart the narrow lane. I was just beginning to get incredulous as to the importance of my dream and to question the advisability of remaining there any longer, when suddenly the sound of gruff whispering voices fell upon my listening ear. Looking round, I saw two men—whose faces I could not see distinctly—rise up on cycles and dismount almost opposite to my hiding-place.

"With bated breath and nervous hand, I craned my eyelids more tightly and watched them hide themselves in the bushes, ready to spring out upon their intended prey.

"Again all became oppressively silent; and the moon mounted higher and higher, its weird light flooding the dismal though memorable scene. Then a bat came out and wheeled its silent flight amongst the trees; sometimes almost brushing against my face: I dare not move, nor even to shift my cramped position; for the two soundrels on the opposite side were so close that the slightest movement on my part would have been noticed by them.

"Just as the distant notes of a nightingale fell upon my ear, I observed a movement on the other side of the way and heard a hurried whispering. And then, through the patches of moonlight and gloom, there came the young person I had half expected to see—the very girl I had met at the inn. I was able to identify her at once, since she was humming the air of my new song.

"Grasping my rude weapon, I glanced breathlessly from the fast-approaching figure to those in ambush. The two repulsive faces were raised, so that the light fell upon them, and they glared eagerly and vindictively towards their intended victim; and they were the faces I had seen in that fateful dream. I raised myself slightly, in readiness to spring out upon the wretches.

"Now she was nearly in front of them. I dashed forward just as they emerged at a bound from the bushes. She was between us. A blow just missed her head and struck her machine, which swerved and fell.

"I rode for dear life and soon came up with my heroine.

"Ride your level best," I cried to her as cheerfully as possible under the circumstances; for, although we had the start of our murderous pursuers, they were coming along at a furious pace and evidently rode light racing machines.

"Shot after shot whistled past us, most of them dangerously close. Now once my handles were shattered into splinters, tearing two of my fingers and slightly lacerating my hand. But I hardly noticed the wounds then; it was a race for very life with two blood-thirsty soundrels who might yet bury us both in that world-forgotten place. We were fully alive to our danger, and rode side by side as we had never ridden before. At length we began to lengthen the distance between us and our pursuers—especially since they stopped once to reload their weapons.

"We are coming to the cross-roads," my companion suddenly gasped, as a shower of bullets struck our machines and tore our clothes, one passing through the fleshy part of my left arm.

"My front tyre is struck!" she then cried, as her machine suddenly dragged and swerved against mine.

"Quick—jump on my step!" I replied, clutching her right hand and slackening speed.

"With wonderful agility she dismounted from her disabled machine and throwing it aside sprang up behind me, holding fast to me as I urged my doubly-loaded little Humber forward. My lamp was not lighted, but fortunately the moon was clear and full, so that I could see a long distance ahead. But I soon saw that which made me involuntarily shudder: that, at the cross-roads, one way led down a terrible incline, and the other over rough undulating country.

"Take the hill," the brave girl cried in a tremulous voice, grasping me tighter.

"Before us was a white line leading downward. It was like a precipitous slide, or shoot, on the side of a mountain.

"Yes, we must go," I breathed through my clenched teeth, at the same time turning a little to the right to take the centre of the road. We were now on the brink of the hill and our pursuers close behind.

"Hold firm—tightly!" I ejaculated in a hoarse voice, as I let the machine go.

"Down—down—we literally flew—almost leaping through the air. My eyes seemed blind, though fortunately my nerves remained steady and my arms rigid in the grip of my hands on the handle bars. Down we sped—a blurred line on either side—and a rush of dusty air under us. But we reached the valley below. Providence and my little Humber had won.

"Yes, the end was reached in safety; and, as my trusty machine gradually decreased its terrific speed, the welcome lights of B—m village bore in sight. And before I had time to slow down we were up to the door of a homely old inn, where the sturdy host was standing in readiness to greet us. We were the first cyclists who had ever ridden down that hill—and probably the last. Our pursuers had wisely remained behind; nor did we hear of them again.

"As we entered the parlour-bar, my new friend turned her fearful face to me, and, extended her hand, which of course I grasped. 'I owe you my life,' she said in a sweet quivering voice; 'for you have saved it. How can I thank you?'

"It only remains for me to add that she is now my wife.

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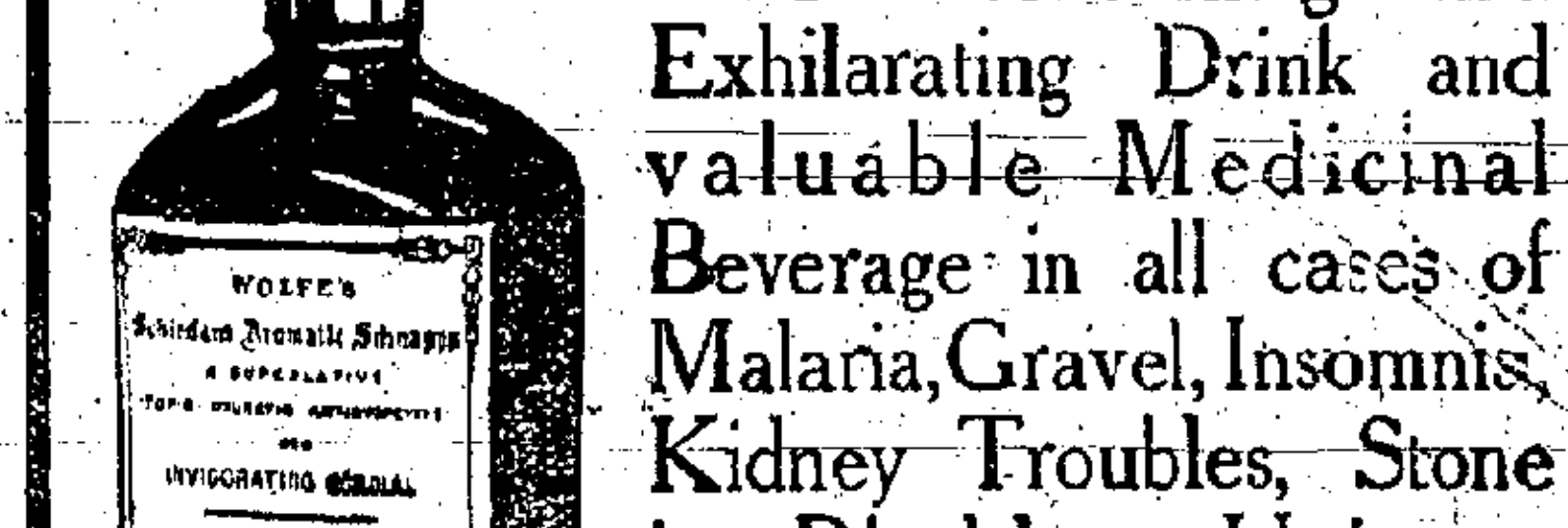
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Nom. Value.	Buyers.	Sellers.
2 1/2 Allagar	36 4	
2 1/2 Allagar	135 130 1/2	
2 1/2 Anglo-Java	462 449	
1 Anglo-Johore	663 76	
2 1/2 Anglo-Malay	178 184	
2 1/2 Anglo-Sumatra	576 689	
1 Ayer Kuning	198 218	
1 Banteng	406 476	
2 1/2 Bataun Malaka	249 181	
2 1/2 Bataun	230 250 1/2	
1 Beaufort-Borneo	186 206	
1 Bukit Kajang	439 463	
1 Bukit Lintang	763 804	
2 1/2 Bukit Mertajam	245 240 1/2	
2 1/2 Bukit Rajah	230 246 1/2	
2 1/2 Bukit Selangor 1st pd.	18 18 1/2	
2 1/2 Carey United 5th pd.	6 6 1/2	
1 Castlefield	112 126	
2 1/2 Charouss	34 34 1/2	
2 1/2 Charouss	142 149	
2 1/2 Chindul	142 144	
2 1/2 Chindul	326 368	
2 1/2 Consoliated Malay	169 174 1/2	
2 1/2 Damansara	107 115 1/2	
1 Dennistown	22 26	
2 1/2 Edinburgh	8 9 1/2	
2 1/2 Federal Selangor	190 210 1/2	
2 1/2 Galang Besar	33 1/2 34 1/2	
2 1/2 Goleonda	80 90 1/2	
1 Golden Hope	78 76	
1 Harjoep	172 190	
1 Harpenden	465 460 1/2	
2 1/2 Haxwood	80 84 1/2	
2 1/2 Highlands & Lowlands	150 157 1/2	
1 Inok Kenneth	181 182 1/2	
2 1/2 Johore R. Lands 10th pd.	6 6 1/2	
1 Jorru	106 118	
2 1/2 Kampong Kwantong	240 246 1/2	
2 1/2 Kamuning 1st pd.	346 366 1/2	
2 1/2 Kapar	137 15 1/2	
1 Kapi	96 106 1/2	
1 Kapi	115 125 1/2	
2 1/2 Kapi	28 28 1/2	
2 1/2 Kapi	120 130 1/2	
2 1/2 Kapi	93 106 1/2	
2 1/2 Kapi	70 75 1/2	
1 Kapi	58 62 1/2	
1 Kapi	226 236 1/2	
2 1/2 Kapi	59 101 1/2	
2 1/2 Kapi	104 113 1/2	
2 1/2 Kapi	113 125 1/2	
2 1/2 Kapi	153 166 1/2	
2 1/2 Kapi	155 169 1/2	
2 1/2 Kapi	38 48 1/2	
2 1/2 Kapi	146 156 1/2	
2 1/2 Kapi	276 318 1/2	
2 1/2 Kapi	356 366 1/2	
2 1/2 Kapi	24 26 1/2	
2 1/2 Kapi	42 45 1/2	
2 1/2 Kapi	36 44 1/2	
2 1/2 Kapi	61 78 1/2	
2 1/2 Kapi	186 218 1/2	
2 1/2 Kapi	28 28 1/2	
2 1/2 Kapi	21 24 1/2	
2 1/2 Kapi	36 40 1/2	
2 1/2 Kapi	28 34 1/2	
2 1/2 Kapi	84 96 1/2	
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2 1/2 Kapi	90 100 1/2	
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2 1/2 Kapi	55 61 1/2	
2 1/2 Kapi	39 42 1/2	
2 1/2 Kapi	34 40 1/2	
2 1/2 Kapi	58 64 1/2	
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SHIPPING

ARRIVALS.

ASAHU MARU, Japanese str., 2,828, Y. Nakano, 5th Oct.—Lushan 28th Sept., Coal—Mitsui & Co.
 CANADA MARU, Japanese str., 3,878, K. Hori, 5th Oct.—Yokohama and Shanghai 2nd Oct.—General—Onaka Shosen Kaisha.
 CROCIANO, British str., 1,424, M. Courtney, 5th Oct.—Shanghai 29th Sept. and Swatow 5th Oct., General—Jardine, Matheson & Co.
 CYCLOPS, British str., 5,762, Geo. T. Clark, 5th Oct.—Singapore 1st Oct., General—Batterfield & Swire.
 KUMERIC, British str., 4,005, G. B. McGill, 6th Oct.—Manila 3rd Oct., General—Bank Line, Ltd.
 KWANGTAI, Chinese str., 1,535, Stewart, 5th Oct.—Shanghai 1st Oct., General—C. M. S. N. Co.
 PAOTING, British str., 1,250, Owen, 5th Oct.—Chafco and Weihaiwei 29th Sept., General—Batterfield & Swire.
 SIGNAL, German str., 907, J. Soersen, 6th Oct.—Port Courbet 1st Oct., Coal—Jensen & Co.
 SUISANO, British str., 1,776, M. Picknell, 6th Oct.—Weihaiwei 30th Sept., Mulao—Jardine, Matheson & Co.
 TAMING, British str., 1,550, G. H. Pennefather, 6th Oct.—Manila 3rd Oct., General—Batterfield & Swire.
 WILMINGTON, U.S. steamer, 1,100, W. A. Edgar, 5th Oct.—Olongapo, P.I., 3rd Oct.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 6th October.
 Chiochi, German str., for Hallow.
 Hiochi, French str., for Haiphong.
 Luang, British str., for Singapore.
 Loongang, British str., for Manila.
 Signal, German str., for Canton.
 Sooku Maru, Japanese str., for Swatow.
 Tjinhai, Dutch str., for Kobe.

DEPARTURES.

HAIWANG, British str., for Swatow.
 KIANO PING, Chinese str., for Canton.
 KYOCHI MARU, Japanese str., for Anping.
 LYCHIC, British str., for Manila.
 MALTA, British str., for Shanghai.
 NIPPON MARU, Japanese str., for Shanghai.
 SABINE BICKERS, Danish str., for Foochow.

SHIPPING REPORT.

The British str. *Suisano* reports: Strong S.W. wind and sea to Yang Tung; thence to Hongkong, moderate N.E. monsoon.
 The British str. *Taming* reports: Light variable winds, smooth sea and fine weather to Penang; thence strong N.E. wind and sea to arrival.
 The Chinese str. *Kwangtai* reports: Strong N.E. to East winds to Fuzhou; thence to about moderate from S.W. and heavy rain high sea; thence to Hongkong, moderate N. and N.E. breeze and fine weather.

PASSENGERS.

ARRIVED.
 Per *Taming*, from Manila, Mr. Gifford Jones, Mr. and Mrs. Borden, Mrs. G. H. Bowdler, Mr. G. R. Bubb, Mr. P. de Cortes, Mr. N. Gatoia, Mr. C. M. Meyers and Miss H. Yorluc.
 DEPARTED.
 Per *Haiwang*, for Swatow, Mr. and Mrs. H. J. E. Hanco, Master Chinnell, N. Bent and Mr. King; for Amoy, Mr. O. S. Stogans.
 Per *Nippon Maru*, for San Francisco, Mr. J. Robertson, Dr. A. E. Aubrey, Mr. R. E. Cromer, Mr. J. D. Auld, Mr. A. Moore, Mr. J. R. and Mrs. F. J. Kolman, Mr. D. White, Mrs. G. E. Wolf, Miss A. Lewis, Messrs. C. M. Meyer, G. R. Bubb, G. Jones, C. Murray, J. Murari, J. F. Jackson and Rajmal.

VESSELS EXPECTED.

THE AMERICAN MAIL.
 The P. M. S. S. Co. str. *Pavia* from San Francisco was despatched from Yokohama on the 3rd inst. en route to Hongkong, and is due to arrive at Hongkong on the 11th inst.
 The P. M. S. S. Co. str. *Korea* sailed from San Francisco on the 19th ult. for Hongkong via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at this port on the 20th inst.
 THE AUSTRALIAN MAIL.
 The I.O.M. str. *Prinz Waldemar* left Sydney on the 23rd ultimo, at 11 a.m., and may be expected here on or about the 16th inst.
 The str. *St. Albans* left Sydney on the 27th ult. for this port, via Queensland ports, Port Darwin and Manila.
 THE INDIAN MAIL.
 The Indo-China str. *Fookang* left Calcutta for the Straits and Hongkong on the 30th ult., and is due here about the 15th inst.
 MERCHANT STEAMERS.
 The O.S.K. str. *Canada Maru* from Tacoma left Shanghai for this port on the 2nd inst., and may be expected here to-day a.m.
 The N.Y.K. str. *Prinz Sigismund* left Kuechi on the 2nd inst. en route to Hongkong via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is expected to arrive here on or about the 24th inst.
 The str. *Indramayo* left Manila on the 6th inst., and is due here to-day at day-light.
 The str. *Indramayo* left Manila on the 6th inst., and is due here on or about the 9th inst.
 The str. *Dodwell* left *Satsuma* arrived at Keelung on the 3rd inst. morning, and will leave for Hongkong on or about the 5th inst., via Foochow.
 The Mogul Line str. *Chazze* from United Kingdom left Singapore on the 3rd inst. morning, and may be expected here on or about the 9th inst.
 The N.Y.K. str. *Tosa Maru* (Bombay Line) left Bombay for this port via ports on the 22nd ult., and is expected here on the 10th inst.
 The T.K.K. str. *Utsunomiyama* left San Francisco on the 27th ult. en route to Hongkong via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is expected to arrive here on or about the 24th inst.
 The str. *Glenstrae* passed the Suez Canal on the 29th ultimo, and is due here on or about the 31st inst.
 The T.K.K. str. *Hongkong Maru* sailed from Calcutta on the 26th ultimo, and is expected to arrive at this port on or about the 27th inst.
 The Mogul Line str. *Leithan* left the United Kingdom on the 24th ult. for Hongkong via the Straits.

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.
 (With Liberty to Call at the Malabar Coast.)

THE Steamship
 "WELSH PRINCE,"
 Capt. Sheppard, will be despatched for the above ports on TUESDAY, the 17th October.
 For Freight and Passage, apply to
 ARNOLD, KARBURG & Co.,
 General Agents,
 Hongkong, 26th September, 1911. [1186]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "w," together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA USUAL PORTS OF CALL.	DELHI	Brit. str.	—	H. S. Bradshaw	P. & O. S. N. Co.	On 14th inst., at Noon
LONDON & ANTWERP VIA SINGAPORE, &c.	SUMATRA	Brit. str.	—	W. R. Le Mar	P. & O. S. N. Co.	About 1st Nov.
ROTTERDAM, HAMBURG & ANTWERP, &c.	FURST BULOW	Ger. str.	k. w.	Jäger	HAMBURG-AMERICA LINE	On 13th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BRIGATIA	Ger. str.	k. w.	v. Dohren	HAMBURG-AMERICA LINE	On 22nd inst.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	SACHSEN	Ger. str.	k. w.	Vogner	HAMBURG-AMERICA LINE	On 11th Nov.
HAYRE & HAMBURG VIA STRAITS, &c.	SUEVIA	Ger. str.	k. w.	Rassau	HAMBURG-AMERICA LINE	On 13th inst.
HAYRE & HAMBURG VIA STRAITS, &c.	SENGGAMBIA	Ger. str.	k. w.	Bokhorn	HAMBURG-AMERICA LINE	On 28th inst.
ALBANY, LONDON & ANTWERP VIA SINGAPORE, &c.	HAYEN	Ger. str.	k. w.	Bokhorn	HAMBURG-AMERICA LINE	On 10th Nov.
ALBANY, LONDON & ANTWERP VIA SINGAPORE, &c.	AKI MARU	Jap. str.	—	K. Homma	NIPPON YUSEN KAISHA	On 11th inst., at D'light
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	MISHIMA MARU	Jap. str.	—	K. Mose	NIPPON YUSEN KAISHA	On 25th inst., at D'light
NAPLES GENOA ALGIERS, GIBRALTAR & SOUTHAMPTON	DEFFLINGER	Ger. str.	—	K. Noda	NIPPON YUSEN KAISHA	On 10th inst., at Noon
TIESTE, &c. VIA SINGAPORE, &c.	AUSTRIA	Ger. str.	—	F. Proesch	SANDER, WIELER & Co.	On 18th inst., at Noon
BOSTON & NEW YORK	SATSUMA	Brit. str.	—	Raichich	DODWELL & Co., Ltd.	On 26th inst., at 2 P.M.
BOSTON & NEW YORK	WELSH PRINCE	Am. str.	—	Sheppard	ARNOLD, KARBURG & Co.	About 12th inst.
NEW YORK	SAINT PATRICK	Brit. str.	—	G. B. McGill	DODWELL & Co., Ltd.	About 17th inst.
VANCOUVER, B.C. SEATTLE & PORTLAND, &c.	KUMERIC	Brit. str.	—	W. Davidson	THE BANK LINE, LIMITED	On 10th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTAGLE	Brit. str.	2 m.	S. Robinson	CANADIAN PACIFIC R. Co.	On 14th inst., at Noon
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	CANADA MARU	Jap. str.	—	E. Bent	OSAKA SHOSHEN KAISHA	On 17th inst., at 11 A.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Jap. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 4th Nov. at 6 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	PERIA	Brit. str.	—	—	TOTO KAISEN KAISHA	On 13th inst., at Noon
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	KOREA	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 20th inst., at 1 P.M.
AUSTRALIAN PORTS VIA MANILA	PRINZ SIGISMUND	Ger. str.	—	F. Bruening	MELCHERS & Co.	To-day, at 5 P.M.
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	On 27th inst., at Noon
KORE & YOKOHAMA	ATSUTA MARU	Jap. str.	—	Wm. Thompson	NIPPON YUSEN KAISHA	On 13th inst., P.M.
KORE & YOKOHAMA	PRINZ WALDEMAR	Ger. str.	—	F. Iscke	MELCHERS & Co.	About 17th inst.
NAGASAKI, KORE & YOKOHAMA	TAWARA MARU	Jap. str.	—	T. Sekino	NIPPON YUSEN KAISHA	On 25th inst., at Noon
JAPAN	BUYO MARU	Dut. str.	—	J. P. Scholte	JAVA-CHINA-JAPAN LINE	Quick despatch
MEXICO, PERUVIAN & CHILEAN VIA JAPAN	HOICHOV	Jap. str.	—	—	TOTO KISEN KAISHA	On 14th inst., at Noon
Y. HAIWANG & TIENTSIN	CHONGHONG	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 13th inst., at 4 P.M.
SHANGHAI	LINAN	Brit. str.	1 m.	W. C. Williams	JARDINE, MATHESON & Co., Ltd.	On 12th inst., at Noon
NINGPO & SHANGHAI	HUPER	Brit. str.	1 m.	A. Tucker	BUTTERFIELD & SWIRE	To-day, at Midnight
SHANGHAI, KORE & MOJI	AKATSUGO APCAR	Brit. str.	—	G. F. Hudson	BUTTERFIELD & SWIRE	To-day, at Noon
SHANGHAI VIA SWATOW	CHOTANG	Brit. str.	—	M. Courtney	DAVID SASSOON & Co., Ltd.	On 9th inst., at Noon
SHANGHAI, MOJI & KORE	TOSA MARU	Jap. str.	—	T. Sato	DAVID SASSOON & Co., Ltd.	On 14th inst., at Noon
SHANGHAI	DEYANHA	Brit. str.	—	W. R. Hickey	P. & O. S. N. Co.	About 13th inst.
SHANGHAI, KORE & MOJI	ANHU	Brit. str.	1 m.	J. B. Harris	BUTTERFIELD & SWIRE	On 14th inst., at Noon
SHANGHAI, TSINGTAU, KORE & YOKOHAMA	YOROK	Ger. str.	—	T. A. Mitchell	JARDINE, MATHESON & Co., Ltd.	On 18th inst., at Noon
SHANGHAI, KORE & YOKOHAMA	PERIAN	Brit. str.	—	J. Randermann	MELCHERS & Co.	About 18th inst.
SHANGHAI, KORE & YOKOHAMA	PERIAN	Brit. str.	—	Wm. Lloyd Jones	BUTTERFIELD & SWIRE	On 19th inst., at 4 P.M.
SHANGHAI, YOKOHAMA, KORE & MOJI	CEYLON	Brit. str.	k. w.	Sandstedt	HAMBURG-AMERICA LINE	On 20th inst.
SHANGHAI	PERING	Swed. str.	—	A. E. A. Baker	P. & O. S. N. Co.	About 20th inst.
TAKAO & ANPING VIA SWATOW & AMOY	TILATJAP	Dut. str.	—	Rooy	OSAKA SHOSHEN KAISHA	About 10th Nov.
TAKAO & ANPING VIA SWATOW & AMOY	SOSU MARU	Jap. str.	—	—	JAVA-CHINA-JAPAN LINE	To-day, at Noon
TAKAO & ANPING VIA SWATOW & AMOY	DAIGI MARU	Jap. str.	—	—	JAVA-CHINA-JAPAN LINE	To-morrow, at 10 A.M.
SWATOW & SHANGHAI	CHOSHUN MARU	Jap. str.	—	Owen	BUTTERFIELD & SWIRE	On 14th inst., at 10 A.M.
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	2 h.	J. S. Roach	DOUGLAS LARPAK & Co.	On 10th inst., at 1 P.M.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LARPAK & Co.	On 13th inst., at 1 P.M.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 h.	J. W. Evans	DOUGLAS LARPAK & Co.	On 17th inst., at 1 P.M.
MANILA, CEBU & ILOILO	TAKING	Brit. str.	—	Teak	JARDINE, MATHESON & Co., Ltd.	To-day, at 2 P.M.
MANILA, CEBU & ILOILO	RUBI	Am. str.	1 m.	Pennfather	BUTTERFIELD & SWIRE	On 10th inst., at 4 P.M.
MANILA, CEBU & ILOILO	YUEHSANG	Brit. str.	—	S. C. H. Boyle	SHAW, TOMES & Co.	On 11th inst., at 4 P.M.
MANILA, CEBU & ILOILO	TEAN	Brit. str.	1 m.	A. W. Ootbridge	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 2 P.M.
BATAVIA, CHERIRON, SAMARANG, &c.	ZAFIRO	Am. str.	—	M. C. Smith	BUTTERFIELD & SWIRE	On 17th inst., at 4 P.M.
BOMBAY VIA SINGAPORE & PENANG	EUPIANAS	Dut. str.	—	J. B. v. Damme	SHAW, TOMES & Co.	On 20th inst., at 4 P.M.
BOMBAY VIA SINGAPORE & PENANG	ISCHIA	Ital. str.	—	Belitto	JAVA-CHINA-JAPAN LINE	Quick despatch
BOMBAY VIA SINGAPORE & PENANG	BINGO MARU	Jap. str.	—	K. Soyede	JAVA-CHINA-JAPAN LINE	On 11th inst., at Noon
SINGAPORE, PENANG & CALCUTTA	LAIBANG	Brit. str.	—	S. H. Nelson	NIPPON YUSEN KAISHA	On 17th inst.
SINGAPORE, PENANG & CALCUTTA	GREGORY APCAR	Brit. str.	—	Brady	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon
SINGAPORE, PENANG & CALCUTTA	KUBANG	Ger. str.	—	F. Santill	DAVID SASSOON & Co., Ltd.	On 10th inst., at 3 P.M.
KUDAT & SANDAKAN	BORNEO	Ger. str.	—	E. de Catalane	JARDINE, MATHESON & Co., Ltd.	On 20th inst., at Noon
KWANG CHOW WANG & HAIPHONG	SI-KIANG	Frans. str.	—	—	MELCHERS & Co.	Middle of Oct.

PASSENGER SEASON 1912.

NORDDEUTSCHER LLOYD, BREMEN.

TO EUROPE BY THE

MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT.	DATE
"GOEBEN"	17,000 tons	ON FEBRUARY 6TH.
Capt. A. ABERN.		
"DERFFLINGER"	17,300	ON FEBRUARY 21ST.
Capt. F. PROSCH.		
"PRINZ EITEL FRIEDRICH"	16,000	ON MARCH 5TH.
Capt. E. MALCHOW.		
"YORCK"	17,000	ON MARCH 20TH.
Capt. J. RANDELMANN.		
"PRINZESS ALICE"	20,300	ON APRIL 2ND.
Capt. P. GROSCH.		
"LUETZOW"	17,300	ON APRIL 17TH.
Capt. J. BORTFELDT.		
"KLEIST"	17,000	ON APRIL 30TH.
Capt. L. MAASS.		

* THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy. (System Telefunken).

EARLY BOOKING RECOMMENDED.

For Further Particulars, apply to
 MELOCHERS & Co., GENERAL AGENTS.
 Hongkong, 1st September, 1911. [1087]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL

LINES.

FOR	STEAMERS	TONS	TO SAIL.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP AND BREMEN	"DERFFLINGER," Capt. F. Proesch.	17,000	Wednesday, 18th Oct., at Noon.
SHANGHAI, TSINGTAU, KORE and YOKOHAMA	"YORCK," Capt. J. Randermann.	17,000	About 18th Oct.
MANILA, YAP, MARONN, SAMARAI, NEWGUINEA, BRISBANE, SYDNEY AND MELBOURNE	"PRINZ SIGISMUND," Capt. F. Bruening.	6,000	Saturday, 7th Oct., 5 P.M.
KORE and YOKOHAMA	"PRINZ WALDEMAR," Capt. F. Iscke.	6,000	About 17th Oct.
KUDAT and SANDAKAN	"BORNEO," Capt. F. Semblitz.	5,000	Middle of Oct.

All the Steamers of the European Line are fitted with Wireless Telegraphy.

For Further Particulars, apply to
 NORDDEUTSCHER LLOYD,
 MELOCHERS & Co.,
 GENERAL AGENTS HONGKONG AND CHINA.
 Hongkong, 6th October, 1911.

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMERS DATE OF SAILINGS
 SHANGHAI, YOKOHAMA, KORE & MOJI "PERING" About 10th November.
 For Freight and Further Particulars, apply to
 OLOF WIK & CO., CHINA AGENCIES, ARTIEBOLAG.
 HONGKONG, 7th October, 1911. [13]

YORK BUILDINGS TOP FLOOR.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, PHILIPPINES S.S. Co.

Hongkong, 7th October, 1911.

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Hongkong, 7th October, 1911.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, PHILIPPINES S.S. Co.

VESSELS ON THE BERTH

For SHANGHAI, KORE AND MOJI.

THE Steamship

"AREATOON APCAR,"

Captain G. F. Hudson, will be despatched for the above ports on MONDAY, the 9th inst., at Noon.

The Steamship is superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor.

RETURN TOURS TO JAPAN

(Occupying 20 Days).

Return Tickets are available by the Indo-China Steam Navigation Co.'s Steamers.</

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DEVANHA Capt. W. R. Hokey	About 15th Oct.	Freight and Passage.
LONDON VIA USUAL PORTS	DELHI Capt. H. S. Bradshaw	Noon, 14th Oct.	See Special of Call
SHANGHAI, MOJI, KOBE, Ceylon and YOKOHAMA	CEYLON Capt. A. E. A. Baker	About 20th Oct.	Freight only
LONDON AND ANTWERP VIA SINGAPORE, PE-NANG, COLOMBO, PORT SAID and MARSEILLES	SUMATRA Capt. W. R. Le Mare, R.M.S.	About 1st Nov.	Freight and Passage.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 7th October, 1911.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"LINAN"	On 7th Oct., M'night.
NINGPO and SHANGHAI	"HUPH"	On 7th Oct., M'night.
SWATOW and SHANGHAI	"PAOFING"	On 7th Oct., M'night.
MANILA, CEBU and ILOILO	"TAMING"	On 10th Oct., 4 P.M.
WHAITAEI and TIENTSIN	"TUKOHOW"	On 13th Oct., 4 P.M.
SHANGHAI	"ANHUI"	On 14th Oct., M'night.
MANILA, ILOILO and CEBU	"TEAN"	On 17th Oct., 4 P.M.
SHANGHAI	"CHENAN"	On 19th Oct., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Ample, Electric Fans fitted, Extra Staterooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

ND—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to

BUTTERFIELD & SWIRE,

Hongkong, 7th October, 1911.

AGENTS. [10]

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Saturday, 7th Oct., Noon.
MANILA	"LOONGSANG"	Saturday, 7th Oct., 2 P.M.
SHANGHAI via SWATOW	"CHOYSANG"	Tuesday, 10th Oct., Noon.
MANILA	"YUNTSANG"	Saturday, 14th Oct., 2 P.M.
SHANGHAI, KOBE & MOJI	"KOOKSANG"	Wednesday, 18th Oct., Noon.
SINGAPORE, PENANG & CALCUTTA	"KUSANG"	Friday, 20th Oct., Noon.
TIENTSIN	"CHONGSHING"	Thursday, 12th Oct., Noon.

RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS).

The Steamers "KUSANG" and "KOOKSANG" leave about every 3 weeks Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yagutsze Ports, Tsingtau, Weishaiwei, Chafoo Hentsin & Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,

Hongkong, 6th October, 1911.

GENERAL MANAGERS. [15]

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMERS	CAPTAIN	LEAVING
"HAITAN"	Capt. J. S. Roscoe	TUESDAY, 10th Oct., at 1 P.M.
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 13th Oct., at 1 P.M.
"HAIYANG"	Capt. J. W. Evans	TUESDAY, 17th Oct., at 1 P.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,

Hongkong, 7th October, 1911.

GENERAL MANAGERS. [9]

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,

via STRAITS and COLOMBO,

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

For SINGAPORE, KOBE & YOKOHAMA:

STEAMERS	TO SAIL
S.S. FREIENFELS	20th Oct.
S.S. SLAVONIA	3rd Nov.
S.S. SCANDIA	16th Nov.
S.S. SCANDIA	2nd Dec.
S.S. SILEZIA	14th Dec.
S.S. AMBRIA	27th Dec.
S.S. GOLDENFELS	10th Jan.
S.S. GOLDENFELS	24th Jan.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 6th October, 1911.

Hongkong Office. [13]

TOYO KISEN KAISHA

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Ports in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMERS	TONS	CAPTAIN	DATE OF SAILING.
TENYO MARU	21,000	E. Bent	FRIDAY, 13th Oct., at Noon
SHIYO MARU	21,000	H. S. Smith	FRIDAY, 3rd Nov., at Noon
CHIYO MARU	21,000	W. W. Greene	FRIDAY, 1st Dec., at Noon
NIPPON MARU	11,000	A. G. Stevens	FRIDAY, 19th Jan., at Noon

Triple Screw, turbine engines. * Twin Sorews.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

THE Triple Screw Steamer "TENYO MARU" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU, YOKOHAMA and HONOLULU, on FRIDAY, 13th OCTOBER, at Noon.

SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO AT MANZANILLO.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION):

STEAMER	TONS	DATE OF SAILING.
BUYO MARU	10,500	SATURDAY, 14th October, at Noon.
HONGKONG-MARU	11,000	WEDNESDAY, 13th December, at Noon.
KITO MARU	17,500	TUESDAY, 18th February, at Noon.

THE Steamer "BUYO MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILEAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, 14th OCTOBER, at Noon.

FARES FROM HONGKONG:

TO LONDON	£71.10.0.
TO VALPARAISO	Yen 570.00.

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense—

TO EUROPEAN POINTS.—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES POINTS.—Commissioned Officers of the United States Army, Navy, and U.S.A. Consular Officials stationed at Ports of Call.

TO ALL POINTS.—Missionaries and their families.

(These concessions apply to San Francisco Line Only).

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU" "CHIYO MARU" and "SHIYO MARU" are fitted with Turbine Engines and Triple Sorews. Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,

King's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	"CANADA MARU"	6,064	TUESDAY, 17th Oct., at 11 A.M.

* The s.s. "Canada Maru" will not also call at Keelung.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Perols. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
TAKAO and ANPING via SWATOW and AMOY	"SOSHU MARU"	SATURDAY, 7th Oct., at Noon.
TAMUI via SWATOW, and AMOY	"DAIGI MARU"	SUNDAY, 8th Oct., at 10 A.M.
FOOCHOW via SWATOW and AMOY	"CHOSHUN MARU"	WEDNESDAY, 11th Oct., at 10 A.M.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Building

772-778

S. HIROI,

MANAGER

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1st AND 2nd CLASSES) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 11th Oct., 1911, at 9 A.M.

For Passengers and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

21

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG COLOMBO, SUEZ and PORT SAID	AKI MARU Capt. K. Homma	7,000	WEDNESDAY, 11th Oct., at Daylight.
	MISHIMA MARU Capt. A. E. Moses	9,000	WEDNESDAY, 25th Oct., at Daylight.
	KAGA MARU Capt. M. Hagino	7,000	WEDNESDAY, 9th Nov., at Daylight.
VICTORIA, B.C. & SEATTLE	KAMAKURA MARU Capt. J. Richards	7,000	SATURDAY, 4th Nov., from Kobe
	TAMBA MARU Capt. K. Noda	7,000	TUESDAY, 10th Oct., at Noon.
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA and YOKOHAMA	AWA MARU Capt. Irizawa	7,000	TUESDAY, 7th Nov., at Noon.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler	7,000	FRIDAY, 27th Oct., at Noon.
SHANGHAI, MOJI and KOBE	YAWATA MARU Capt. T. Sekine	5,000	FRIDAY, 24th Nov., at Noon.
	TOSA MARU Capt. T. Sato	5,000	WEDNESDAY, 11th Oct., at Noon.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU Capt. T. Sekine	5,000	WEDNESDAY, 25th Oct., at Noon.
KOBE and YOKOHAMA	ATSUTA MARU Capt. Wm. Thompson	9,000	FRIDAY, 13th Oct., at Noon.
BOMBAY via SINGAPORE, and COLOMBO	BINGO MARU Capt. K. Soyeda	7,000	TUESDAY, 17th Oct., at Noon.

* Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. † Cargo only.

NEW LINE OF STEAMERS

BETWEEN

KOBE & CALCUTTA.

REGULAR SERVICE (once in every 18 days)

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG and RANGOON.

The Next Steamer to sail from Hongkong:—

"HIROSHIMA MARU," TONS 4,000, CAPT. DEGUCHI, ON 13th OCT.

1912 PASSENGER SEASON 1912

FOR EUROPE.

STEAMER	TONS	CAPTAIN	FROM HONGKONG
TANGO MARU	8,000	K. Kawara	February 14th.
KAMO	9,000	F. L. Sommer	February 28th.
AKI	7,000	K. Homma	March 13th.
MISHIMA	9,000	A. C. Moses	March 27th.
KAGA	7,000	M. Hagino	April 10th.
ATSUTA	9,000	Wm. Thompson	April 24th.
ETACHI	7,000	T. Yamawaki	May 8th.
MIYASAKI	9,000	T. Murai	May 22nd.

FOR SEATTLE.

STEAMER	TONS	CAPTAIN	FROM HONGKONG
INABA MARU	7,000	S. Tominga	February 27th.
TAMBA	7,000	K. Noda	March 13th.
AWA	7,000	T. Irizawa	April 23rd.
INABA	7,000	S. Tominga	May 21st.

For further information, apply to—

T. KUSUMOTO, MANAGER.

[1061-14-40]

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.						
STEAMERS to COLOMBO		Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON		Due MARSEILLES (Bridisi 2 days earlier)	Due PLYMOUTH (London 1 day later)
Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
ASSAYE	7500	February 5	MANTUA	11000	March 2	March 8
HIMALAYA	7000	February 17	MACEDONIA 10500		March 16	March 22
DELHI	8000	March 2	MOREA	11000	March 30	April 5
INDIA	8000	March 16	Through Steamer		April 13	April 19
DEVANHA	8000	March 30	MOLDAVIA	11000	April 27	May 3
DELTA	8000	April 13	MAJOJA	12500	May 11	May 17
ASSAYE	7500	April 27	MONGOLIA	10000	May 25	May 31
DELHI	8000	May 11	MALWA	11000	June 8	June 14

Passengers change Steamers at COLOMBO, with exception of s.s. "INDIA" and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON.

1st SALOON £71.10 SINGLE £106.14 RETURN.

2nd SALOON £48.8 2nd 72.32

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave Hongkong	Due London
NYANZA	about	about
NILE	February	7
NUBIA	March	6
SUMATRA	April	3
NAMUR	April	17
PALAWAN	May	1
BORNEO	May	15
SYRIA	June	29
NOBE	June	12

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON:

1st SALOON £58.6 SINGLE £82.10 RETURN.

2nd SALOON £38.10 2nd

PET. WILH. KROMMES ELBERFELD.

SILK RIBBONS,
IMITATION SILK RIBBONS.

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.
Hongkong, 6th October, 1911.

C. G. BODEN & SOHNE, GROSSROHRSDORF, i/Sa.

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Sole Representative for Hongkong and China:

HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.
Hongkong, 6th October, 1911.

Hoehl Extra Dry

goat-american

Sole Representative for Hongkong and South China
Hugo C. A. Fromm, Hongkong.

Hongkong, 6th October, 1911.

POST OFFICE NOTICE

Only fully prepaid letters and post cards are transmissible by the SIBERIAN Route to EUROPE.

The attention of the public is drawn to page 10, para 23, of the Hongkong Postal Guide for 1911. Stamps intended for postage purposes may be perforated but not obliterated.

The Sydney, with the Siberian Mail, is due to arrive here on Monday, the 9th inst.

The Aki Maru, with the Siberian Mail, is due to arrive here on Monday, the 9th inst.

FOR	PER	DATE
Haiphong	Hanoi	Saturday, 7th, 9.00 A.M.
Swatow, Amoy, Takao and Auping	Szechuan	Saturday, 7th, 11.00 A.M.
Bangkok	Landau Schaeff	Saturday, 7th, 11.00 A.M.
Singapore, Penang and Calcutta	Lansing	Saturday, 7th, 11.00 A.M.
Manila	Loongsang	Saturday, 7th, 1.00 P.M.
(Taking Mails for Cebu and Iloilo)	Sui Tai	Saturday, 7th, 1.15 P.M.
Macao	Prins Stigsmund	Saturday, 7th, 3.00 P.M.
Manila, Yap, Marana, Friedrich Wilhelmshafen, Rabat, Samarra, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle	Tymah	Saturday, 7th, 4.00 P.M.
Kobe	Paoting	Saturday, 7th, 5.00 P.M.
Swatow and Shanghai	Hupoh	Saturday, 7th, 5.00 P.M.
Ningpo and Shanghai	Tyrimph	Saturday, 7th, 5.00 P.M.
Hohow and Pakhoi	Linan	Registration, 5.00 P.M.
Shanghai		Letters, 6.00 P.M.
SIBERIAN MAIL TO EUROPE		
Swatow, Amoy and Tamsui	Datgi Maru	Sunday, 8th, 9.00 A.M.
Shanghai, Kobe and Moji	Aratton Apcar	Monday, 9th, 11.00 A.M.
Kashimatsu, Kobe, Yokohama, Victoria, Tacoma, Vancouver and Seattle	Cyclone	Monday, 9th, 2.00 P.M.
Batavia, Cheribon, Samarang, Soerabaya and Moessar	Tjimonoch	Tuesday, 10th, 10.00 A.M.
SHANGHAI, MOJI, KOBE, YOKOHAMA, VICTORIA and SEATTLE	Tamba Maru	Tuesday, 10th, 10.00 A.M.
Swatow and Shanghai	Choysang	Tuesday, 10th, 10.00 A.M.
EUROPE, &c., INDIA VIA TUNICORIN.		
Late Letters 11.00 A.M. to Noon. Extra Postage 10 cents.		
Letters posted in all the Pillar Boxes in time for the first Clearance will be included in this contract mail		
Swatow, Amoy and Foochow	Haitan	Tuesday, 10th, 11.00 A.M.
Singapore, Penang and Calcutta	Gregory Apcar	Tuesday, 10th, 2.00 P.M.
Manila, Cebu and Iloilo	Taming	Tuesday, 10th, 3.00 P.M.
Singapore, Penang and Colombo	Aki Maru	Tuesday, 10th, 5.00 P.M.
Singapore, Penang and Bombay	Ischia	Wednesday, 11th, 11.00 A.M.

VISITORS AT HOTELS.

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Mr. & Mrs. H. A. Jansen	Mr. J. A. Macneil	Mr. & Mrs. A. D. Spalding	
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COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

October 6th.	
On LONDON—	Telegraphic Transfer 1/9 3/4
Bank Bills, on demand 1/9 3/4	
Bank Bills, at 30 days' sight 1/9 3/4	
Bank Bills, at 4 months' sight 1/9 3/4	
Credits, at 4 months' sight 1/10 1/4	
Documentary Bills 4 months' sight 1/10 1/4	
On PARIS—	Bank Bills, on demand 225 1/2
Credits, at 4 months' sight 231	
On GERMANY—	On demand 184 1/2
On NEW YORK—	Bank Bills, on demand 43 1/2
Credits, at 60 days' sight 44 1/2	
On BOMBAY—	Telegraphic Transfer 134
Bank, on demand 134 1/2	
On CALCUTTA—	Telegraphic Transfer 134
Bank, on demand 134 1/2	
On SHANGHAI—	Bank, at sight 75 1/2
Private, 30 days' sight 76	
On YOKOHAMA—	On demand 88 1/2
On MANILA—	On demand 88 1/2
On SINGAPORE—	On demand 76 1/2
On BATAVIA—	On demand 108 1/2
On HAIPHONG—	On demand 108 1/2
On SAIGON—	On demand 108 1/2
On HANKOW—	On demand 85
SEYDLITZ, Bank's Buying Rate \$1.05	
GOLD LEAF, 100 lbs, per ton \$57.70	
BAR SILVER, per oz. 24 1/2 d.	

SUBSIDIARY COINS.

	per cent.
Chinese 20 cents pieces 55.05 discount	
Chinese 10 " 55.48	
Hongkong 20 " 54.51	
Hongkong 10 " 55.28	

SHARE LIST—QUOTATIONS. HONGKONG, OCTOBER 6TH, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$800
China Bank Corporation, Limited	60,000	\$12	all	\$101, sellers
China Light and Power Company, Limited	50,000	\$5	all	\$1.85, sellers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$8, sal. & bu.
COTTON MILLS.—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 90 1/2
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$5 1/2, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	all	Tls. 44
Loan-Kung-Mow C. Spinning & Weaving Co., Ltd.	8,000	Tls. 100	all	Tls. 69
Soy Chee Cotton Spinning Co., Limited	20,000	Tls. 50	all	Tls. 24
Dairy Farm Company, Limited	40,000	\$12	all	\$23
DOCK AND WHARVES.—				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$50, sellers
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$51
New Amoy Dock Co., Limited	10,000	\$64	all	\$7, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 60
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 83
Green Island Cement Co., Limited	400,000	\$10	all	\$4, buyers
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$200
Hongkong Electric Co., Limited	60,000	\$10	all	\$22, buyers
Hongkong Hotel Company, Limited	12,000	\$50 1/2	all	\$119, buyers
Manila Metropole Hotel Limited	15,000	\$10	all	\$11
Hongkong Ice Company, Limited	50,000	\$25	all	\$165, sales
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$18
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$7
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$217, sellers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$127 1/2, buyers
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$105
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$360, sellers
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 160
Union Insurance Society, Limited	12,400	\$280	\$100	\$850, buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$225 @ Ex 75
LANDS AND BUILDINGS.—				
Hongkong Land Investment Agency Co., Ltd.	150,000	\$10	all	\$99, buyers
Humphreys Estate and Finance Co., Ltd.	6,000	\$50	\$30	\$28
Kowloon Land and Building Co., Ltd.	48,000	Tls. 50	all	Tls. 93
Shanghai Land Investment Co., Limited	12,500	\$50	all	\$47
West Point Building Co., Limited				
MINING.—				
Societe Francaise des Charbon de Tonkin	16,000	Fcs. 250	all	\$700
Bamb Australian Gold Mining Co., Ltd.	230,000	\$1	all	\$5.20
Peak Tramways Co., Limited	25,000	\$10	all	\$113
Philippine Co., Limited	75,000	\$10	all	\$1.00, buyers
REFINERIES.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$136, sellers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$36, sellers
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$113, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$214
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$27, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$60, (L'don. \$5 10)
Shell Transport & Trading Co., Limited	2,500,000 def.	\$1	all	\$1/-, buyers
Star Ferry Company, Limited	10,000	\$10	all	\$327
South China Morning Post, Limited	10,000	\$10	all	\$17 1/2, sellers
Steam Laundry Company, Limited	20,000	\$5	all	\$6, buyers
STROBES AND DISCOUNTS.—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$12, buyers
Wm. Powell, Limited	15,000	\$7	all	\$4, buyers
Watkins, Limited	10,000	\$10	all	\$24
A. S. Watson & Co., Limited	90,000	\$10	all	\$57
Weissmann, Limited	3,000	\$10	all	\$15, buyers
H. Price & Co., Ltd.	15,000	\$10	all	\$12, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	all	\$10
Union Waterboat Co., Limited	100 fders	\$10	all	\$300
Union Waterboat Co., Limited	50,000	\$10	all	\$73, buyers

Daily Wire		4/6 1/2 per lb. done.
Para Rubber in London	Amount.	Value.
Chinese Imperial 1886	Tls. 767,200	Tls. 250 7 1/2 p. annum Par.
		VERNON & SMYTH, Share-Brokers.

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[37]

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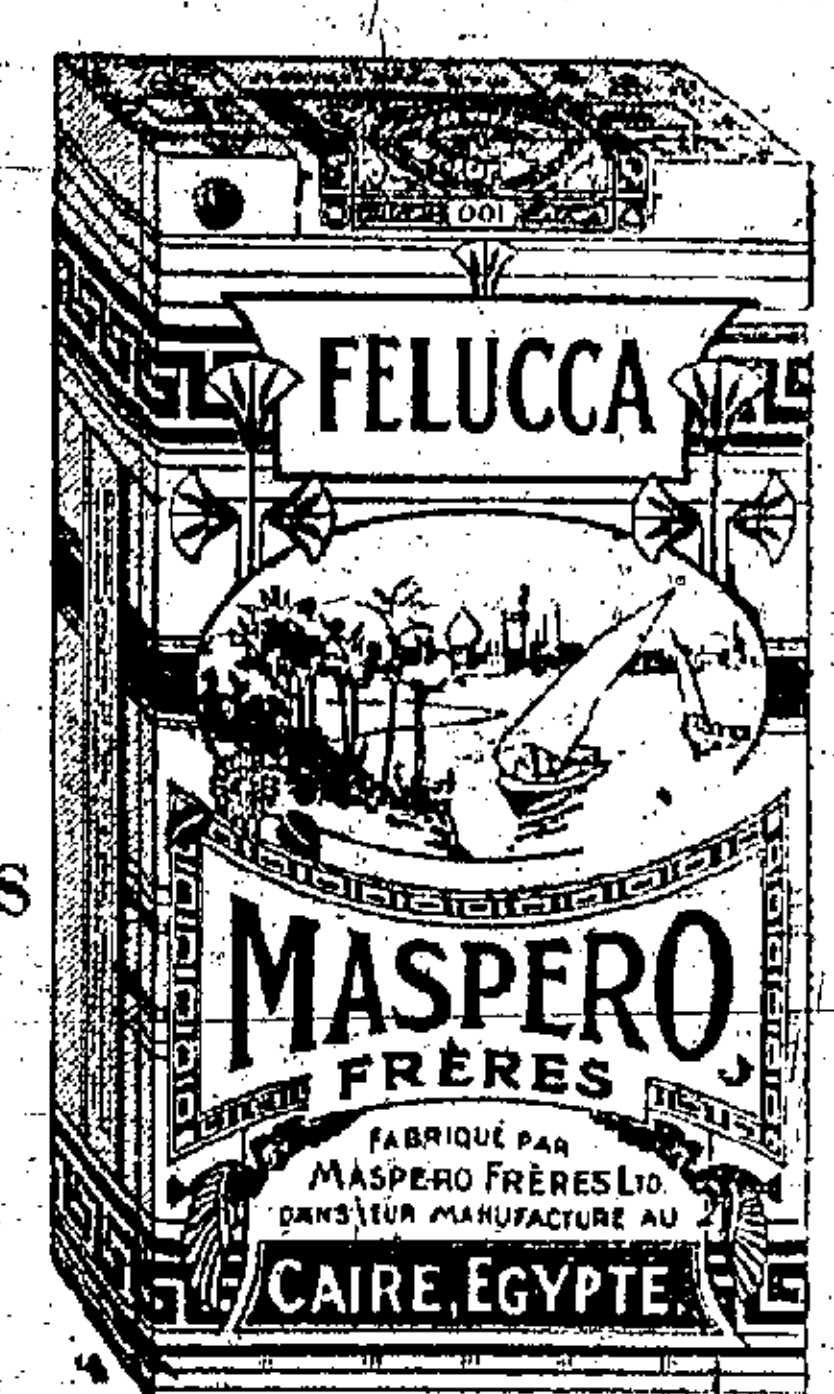
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TO-DAY

Noon.—Half-Yearly Meeting of Hongkong Jockey Club.
12.30 P.M.—Fifteenth Ordinary Yearly Meeting of The Dairy Farm Co., Ltd.
3.30 P.M.—Hongkong Polo Club Gymkhana at Happy Valley.
9 P.M.—Boxing at the Empire Theatre.

FORTHCOMING EVENTS.

Monday, 9th Oct.—Auction of Crown Land at Causeway Bay, by Public Works Dept., 3 P.M.
Monday, 9th Oct.—Auction of Crown Land at Kennedy Town, by Public Works Dept., 3 P.M.
Tuesday, the 10th Oct.—Extraordinary General Meeting of the Douglas Steamship Co., Ltd., Noon.
Saturday, 14th Oct.—Annual Grand Promenade Concert on the Hongkong Cricket Club Ground, at 9.15 P.M.
Thursday, 19th Oct.—Thirtieth Ordinary Meeting of Canton Insurance Office, Ltd., Noon.
Wednesday, 1st Nov.—Meeting of the Licensing Board in the Council Chamber, 2.15 P.M.

STEAMERS PASSED THE CANAL.

Sep. 12th—Chasse Indien. 15th—Alicious, Benavon, Cyclops, Afghan Prince, 19th—Ceylon, Kennel, Agave, Silene, Vandana, Arcadia, Freuenfeld. 22nd—Atula Maru, Javeric, Namur, Norr, Yushan. 25th—Benary, Kowachi Maru, Sikh, Pock, Neleus. 29th—Dumbas, Olenstrae, Hs